

Montgomery County **RAPID TRANSIT**

MD 586

Veirs Mill Road
CAC Meeting #5
January 20, 2016



Purpose of Tonight's Meeting

- BRT Project Management Team Update
- Goals and Objectives Presentation
- Recap of Meeting #4/ Update of WMATA Q9
- Review of Alternatives Retained for Detailed Study (1st of 3 anticipated meetings)
- Questions/ Comments

BRT Project Management Team Update

WELCOME

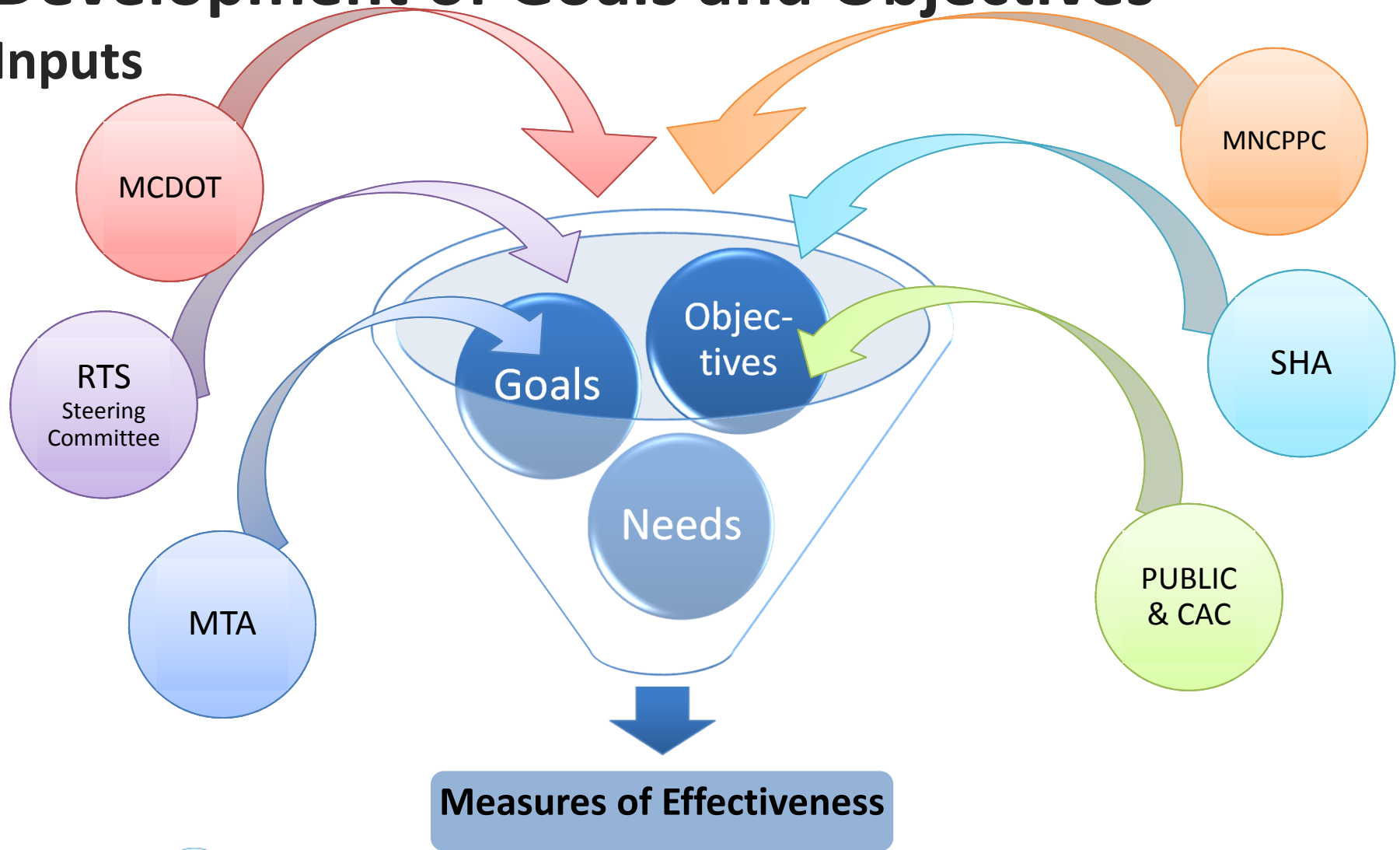
Jacquelyn “Jackie” Seneschal, MTA Program Director
Laura Barcena, State Highway Administration

Goals and Objectives Presentation

Joana Conklin, Rapid Transit System Development Manager,
Montgomery County Department of Transportation Office of the Director

Development of Goals and Objectives

Inputs





Goal

Develop Transit Services that Enhance Quality of Life

Objectives

Provide Premium Transit Service Convenient to Households and Jobs within the Corridor

Minimize Private Property Impacts

Serve Transit Dependent Populations

Engage Public in Process

Goal

Improve Mobility Opportunities and Choices

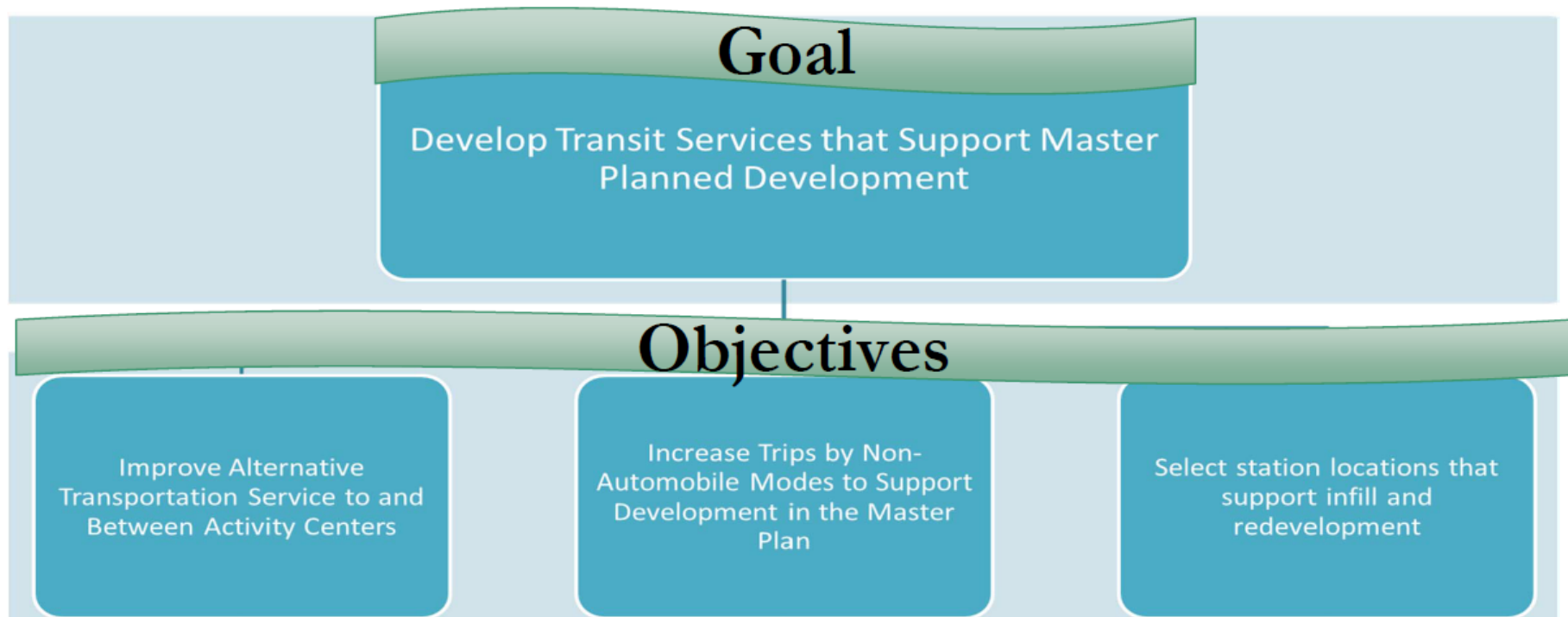
Objectives

Serve as Many
Travelers as Possible
by Efficiently Utilizing
the Right-of-Way

Balance Travel Times
for Automobile and
Transit Users

Enhance Pedestrian
and Bicycle Options in
the Corridors

Create Direct
Transfers Between
Premium Bus and
Other Modes



Goal

Support Sustainable and Cost Effective Transportation Solutions

Objectives

Maintain Environmental Quality

Minimize Cost of Building and Operating Transportation Services

Recap of Meeting #4/ WMATA Q9 Update

- Recap of Meeting #4
 - Typical Station Layout Review
 - WMATA Q9 Presentation
- Update of WMATA Q9 MetroExtra Service Public Hearing Outcome:
 - Julie Hershorn, Assistant Director of Bus Planning, Washington Metropolitan Area Transit Authority



Washington Metropolitan Area Transit Authority

WMATA Q9 MetroExtra Service Public Hearing Outcome

Montgomery County Rapid Transit Corridor Advisory Committee
MD 586 / Veirs Mill Road

January 20, 2016



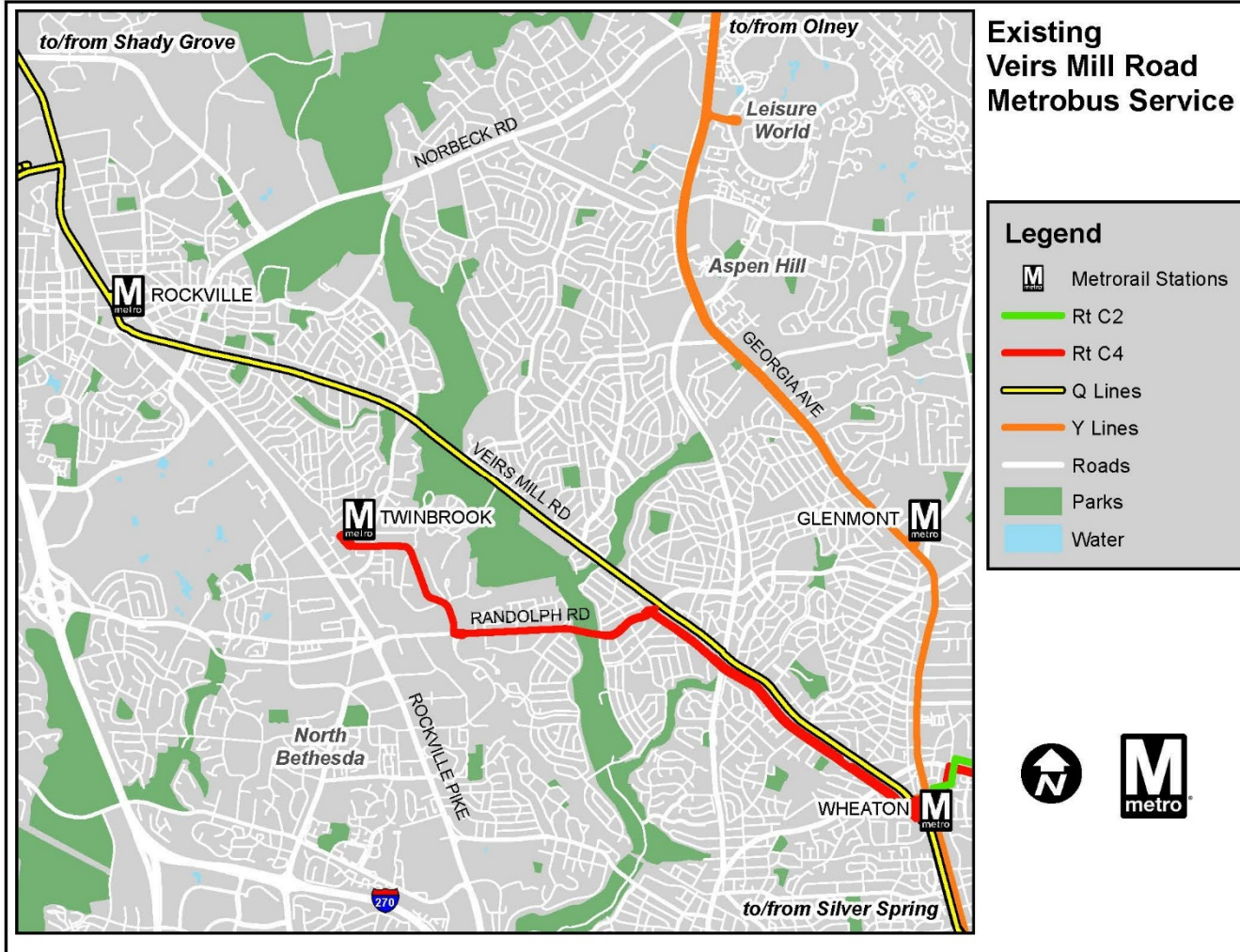
SOGO – State of Good Operations

- Strategy for annual improvements to Metrobus service; initiated 2011
- Flexible plans implemented quickly and efficiently, within budgeted resources
 - Increased ridership
 - Increased cost efficiency
 - Improved on-time performance
- Includes extensive outreach to incorporate customer opinions





Current Metrobus Service on MD 586





2015 State of Good Operations

Q line Proposals

VEIRS MILL ROAD -- ROUTES Q1, Q2, Q4

Discontinue segment between Wheaton and Silver Spring stations for all times when Metrorail is open, totaling a \$1,235,000 Annual Savings

Offer free transfer to rail at Wheaton to complete trip to Silver Spring.

VEIRS MILL ROAD LIMITED LINE, ROUTE Q9

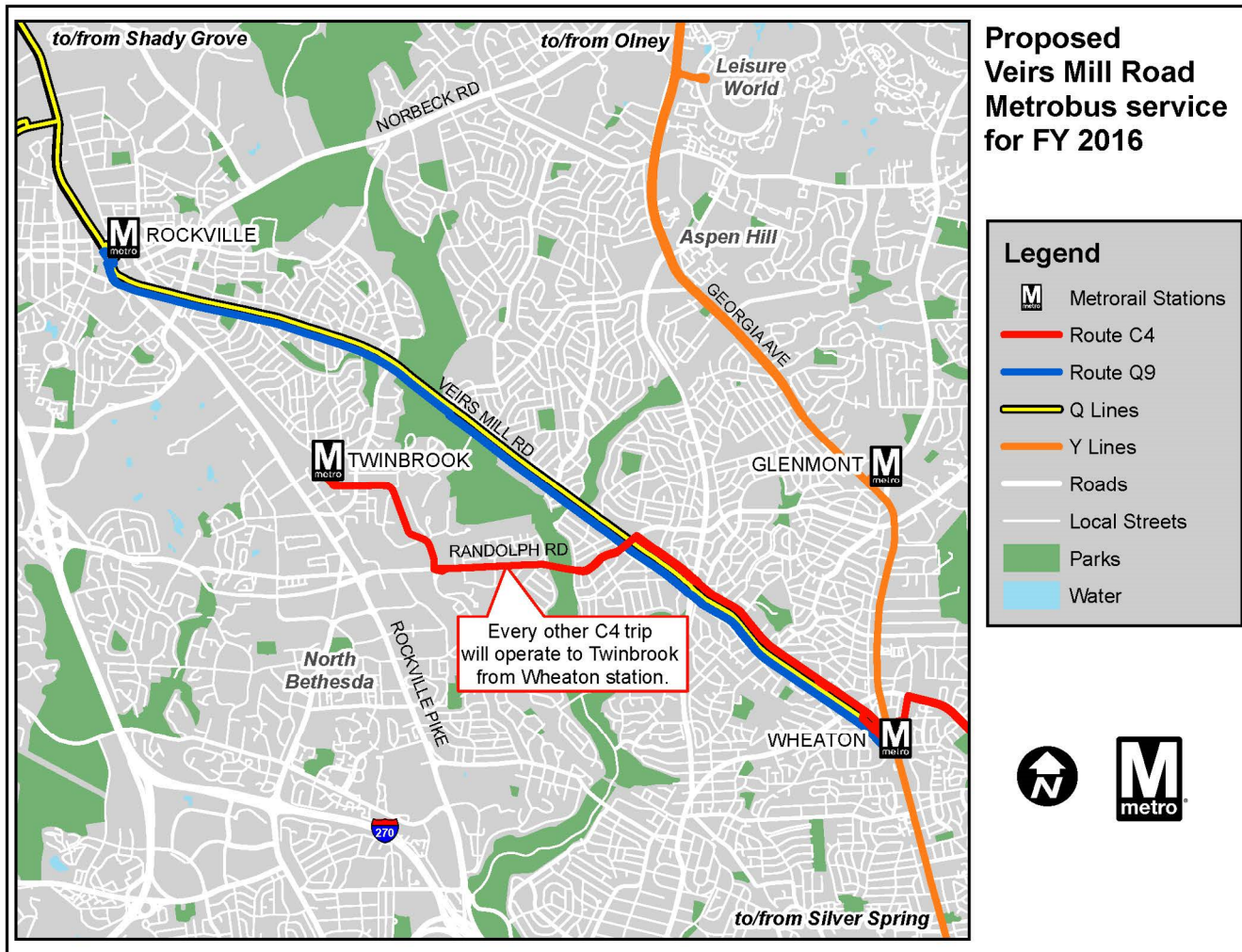
Limited-stop Metro Extra between Rockville and Wheaton stations, every 15 minutes, 7:00 a.m. to 8:00 p.m. Route Q2 service continues to serve all local bus stops

\$1,920,000 Annual Addition





SOGO Proposed Metrobus Service on MD 586

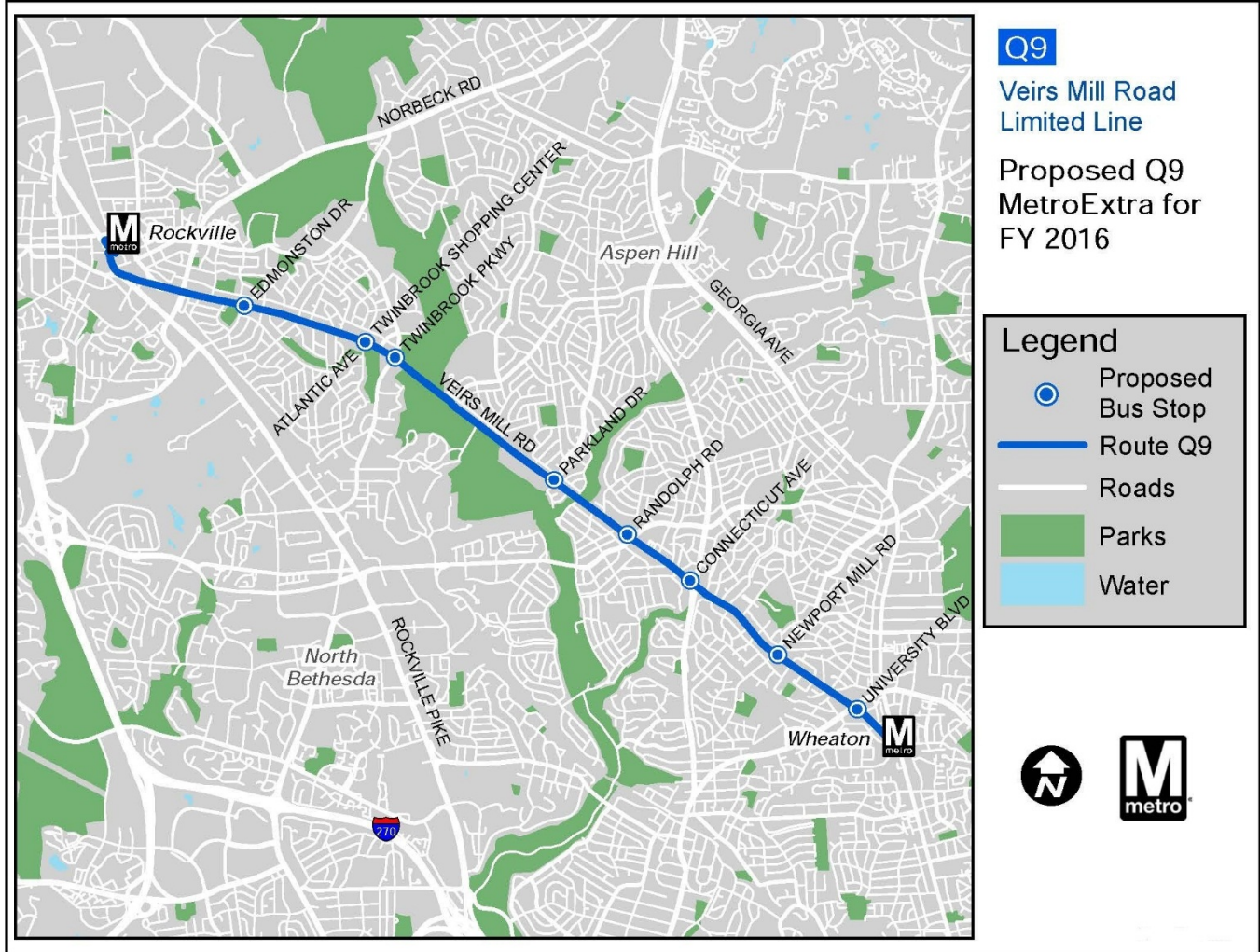




SOGO Proposed – MetroExtra Service on MD 586

Proposed Q9 Stop Locations

- Rockville Metro
- Edmonston Dr
- Atlantic Av / Twinbrook S.C.
- Twinbrook Pkwy
- Parkland Dr
- Randolph Rd
- Connecticut Av
- Newport Mill Rd
- University Blvd
- Wheaton Metro





Customer Response to Proposals

| Proposal | No. of responses | Rating | Comment |
|-----------------------------|------------------|--------|-------------------------------|
| Q Line transfer to Red Line | 981 | 3.46 | Second most popular |
| Route Q1,2,4 truncation | 1,053 | 2.06 | Third from last in popularity |



SOGO Recommendations

- Implement free Q line rail transfer as a pilot program
 - Evaluate usage, bus ridership, costs, fraud, and Title VI impacts
 - If successful, the free transfer pilot will become permanent
 - If not, program will be discontinued
- Do not truncate Q lines at Wheaton
 - Customer opposition was vocal and abundant
 - Without pilot, no data on true number of riders who would transfer
- Do not introduce MetroExtra Q9 service at this time
 - MetroExtra in a compromised fashion could jeopardize the full BRT concept for the corridor



Other Considerations

MetroExtra Q9 Service

- If enough resources were available, Q9 would run every 15 minutes, and overlay the 15 minute local service for a combined headway of 7-8 minutes.
- Stand alone Q9, as proposed in SOGO, would provide more capacity, but without the underlying local service, would not fully solve the capacity problem in this corridor.
- Resources inadequate to introduce MetroExtra service at its full complement could degrade both the MetroExtra brand and the existing local service
- As a precursor to BRT, introducing MetroExtra in a compromised fashion that might not satisfy customers and stakeholders could jeopardize the full BRT concept for the entire corridor.

Review of Alternatives Retained for Detailed Study

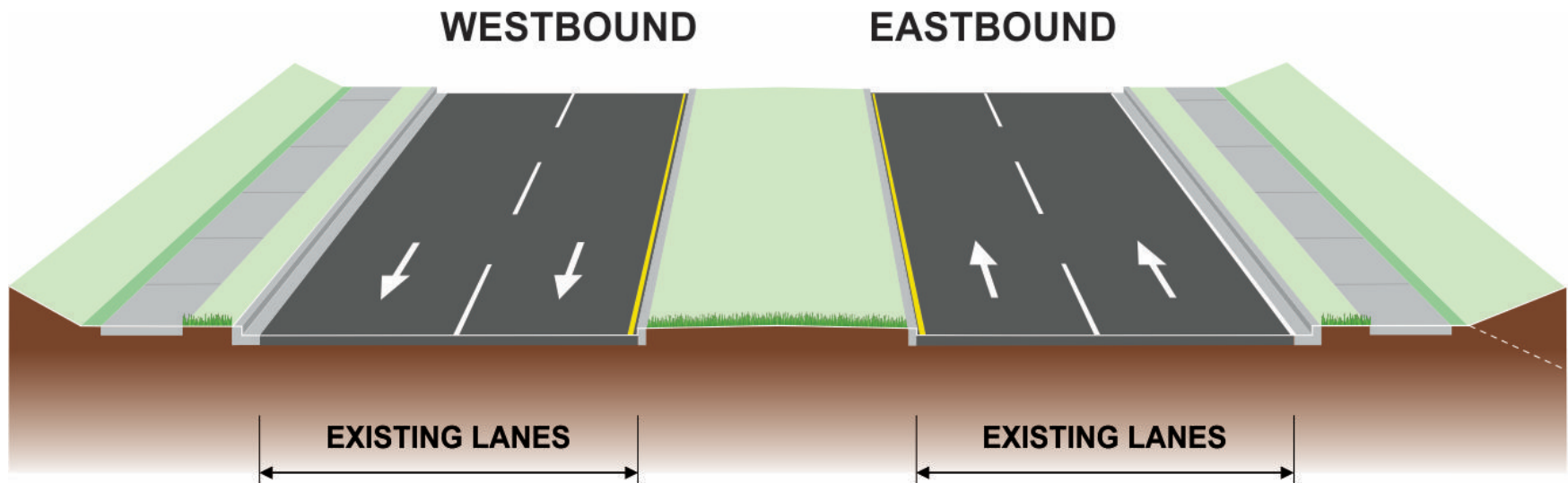
- Anticipate 3 meetings to review Alternatives
 - Meeting #5: January 20th: Start Review of Alternatives
 - Meeting #6: February 17th: Continue Review of Alternatives and Station Prototype presentation
 - Meeting #7: Continue Review of Alternatives: Traffic, Ridership, Cost Estimate – TBD; Early Spring

Alternatives Retained for Detailed Study

- Alternative 1: No-Build
- Alternative 2: Enhanced bus service with queue jumps
- Alternative 3: New BRT service in dedicated curb lanes (where feasible)
- Alternative 5B: New BRT service in one bi-directional median lane or two dedicated median lanes

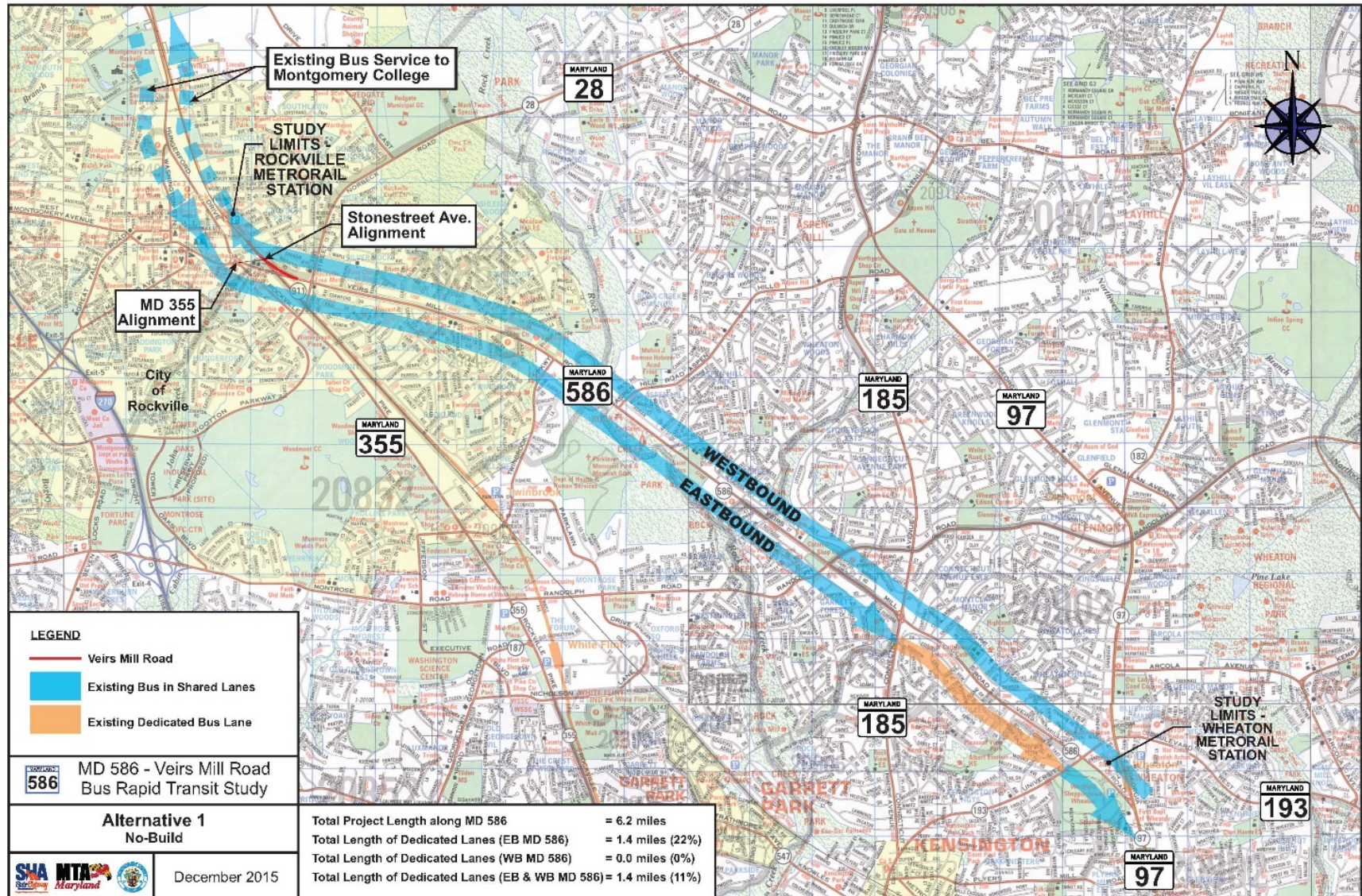
Alternative 1

- No-Build
- Service: existing bus service
- Runningway: existing lanes in mixed traffic



*This typical section is for an existing four-lane section. The number of lanes in Alternative 1 would match the existing conditions.

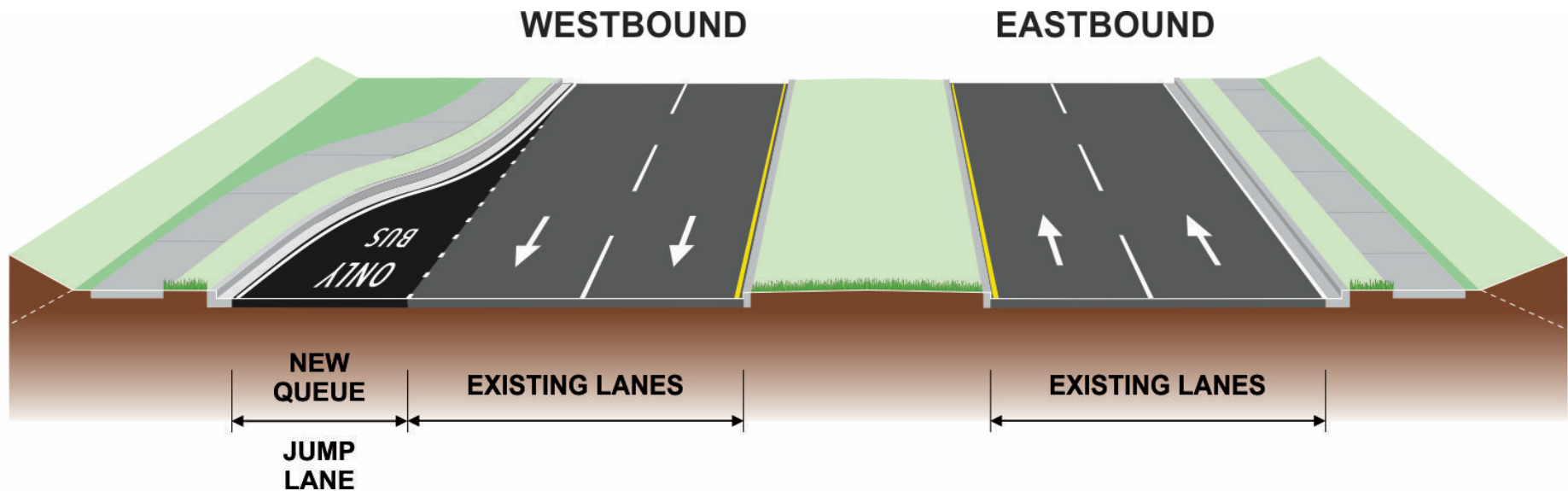
Alternative 1



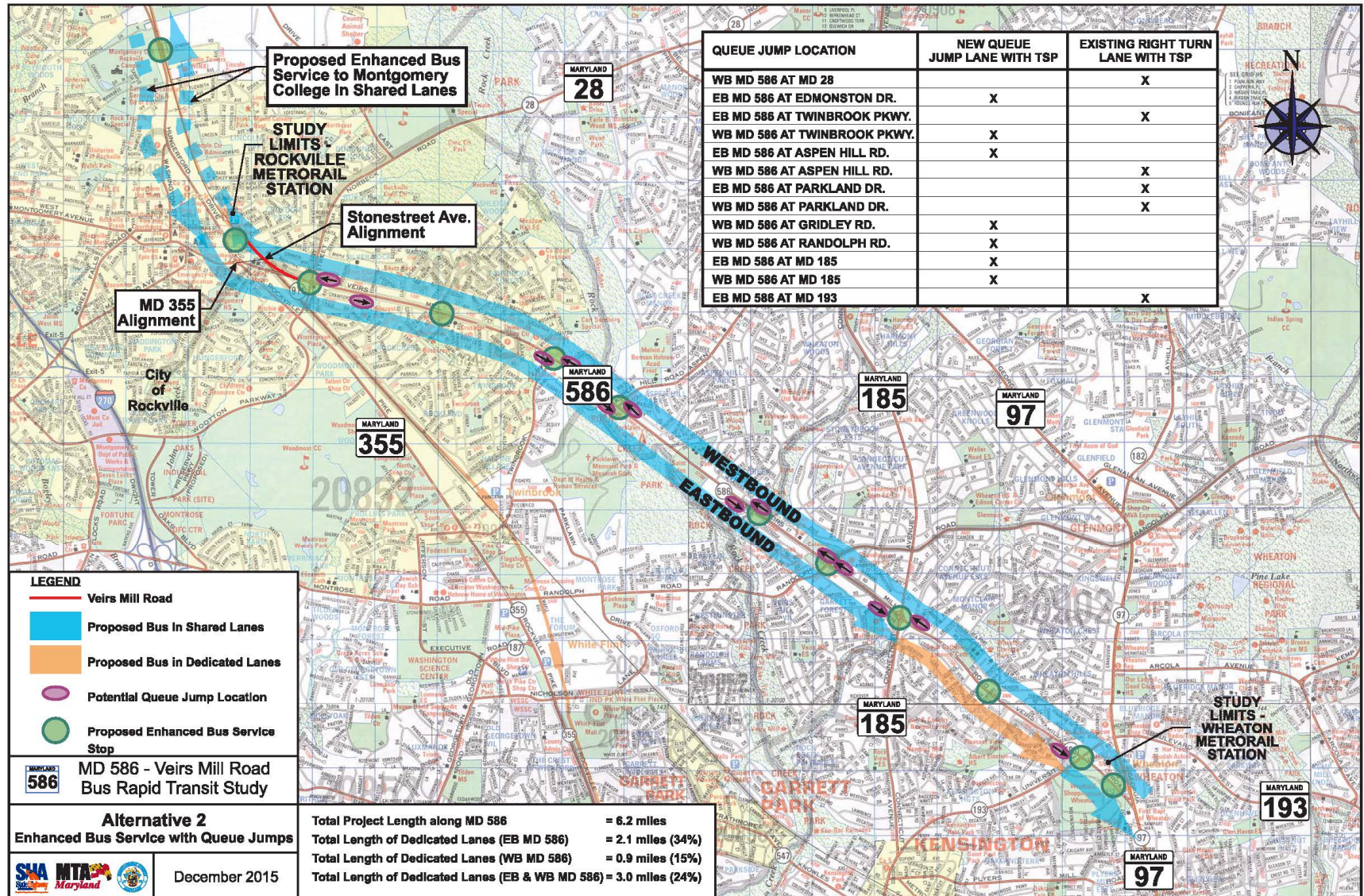
Alternative 2

- Transportation System Management (TSM)
- Service: Implement WMATA's proposed Q9 express bus service
- Runningway: Add queue jumps at select intersections; use existing lanes with mixed traffic otherwise
- Add Transit Signal Priority (TSP) to at select locations
 - Extended green light
 - Early green for buses
- Optimize signal timing
- Upgrade existing bus stops

Alternative 2



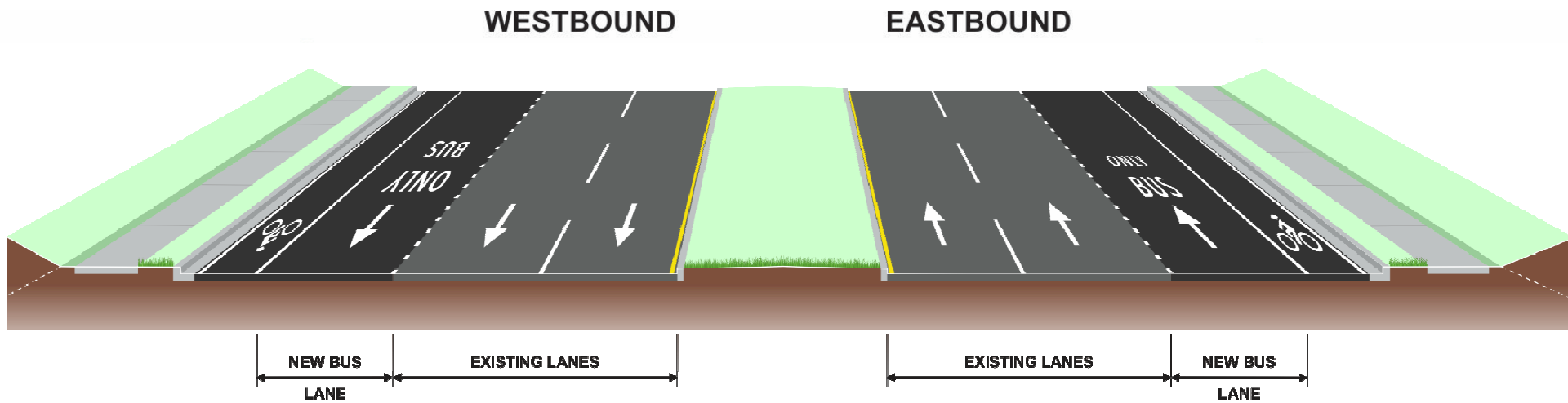
Alternative 2



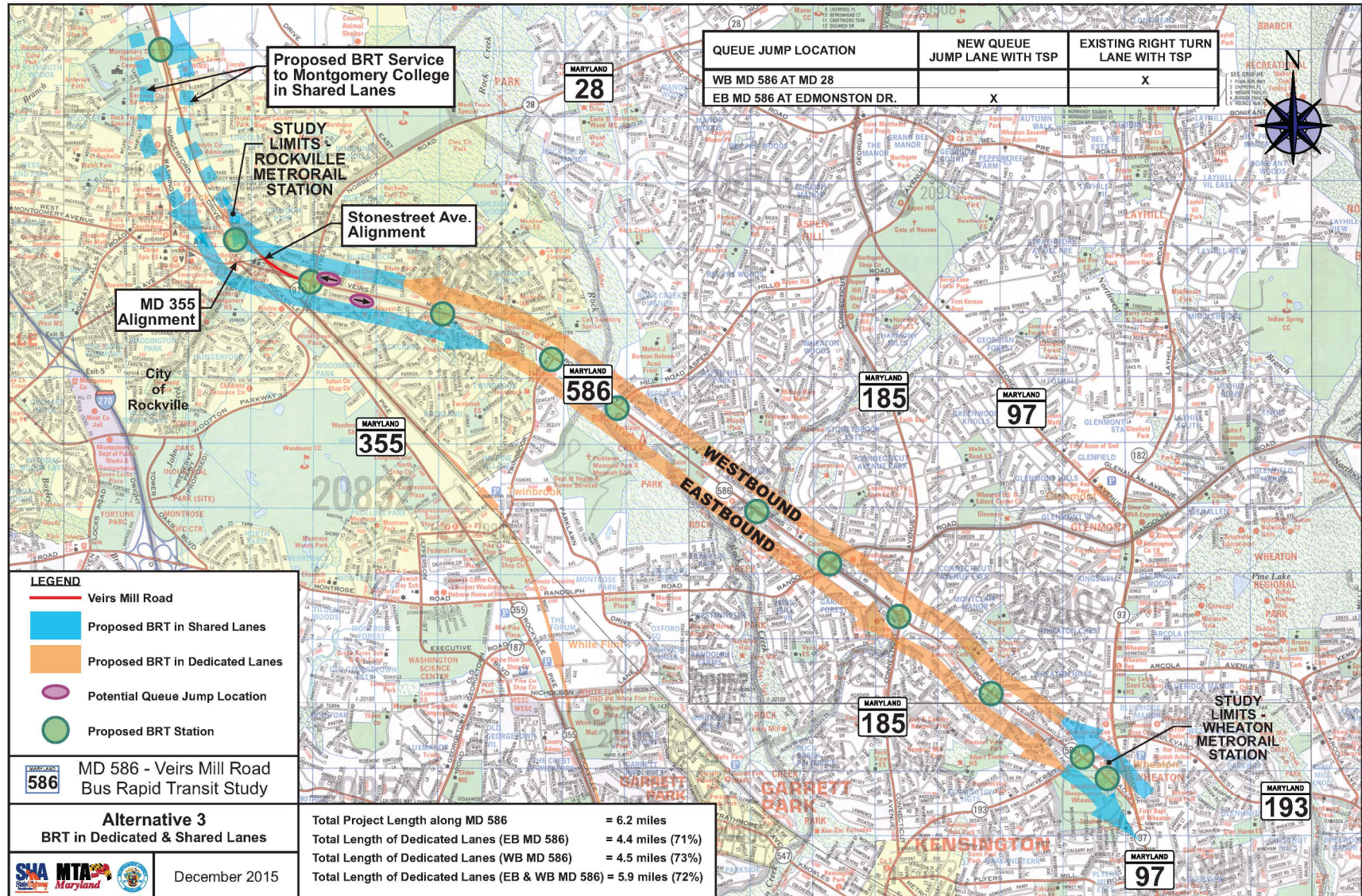
Alternative 3

- Service: New BRT service
- Runningway: Curb-running dedicated lanes where feasible; existing lanes in mixed traffic otherwise
- Provides additional dedicated lanes where there would be minimal impacts on existing properties
- New BRT stations
- Provides bike lanes where feasible

Alternative 3



Alternative 3



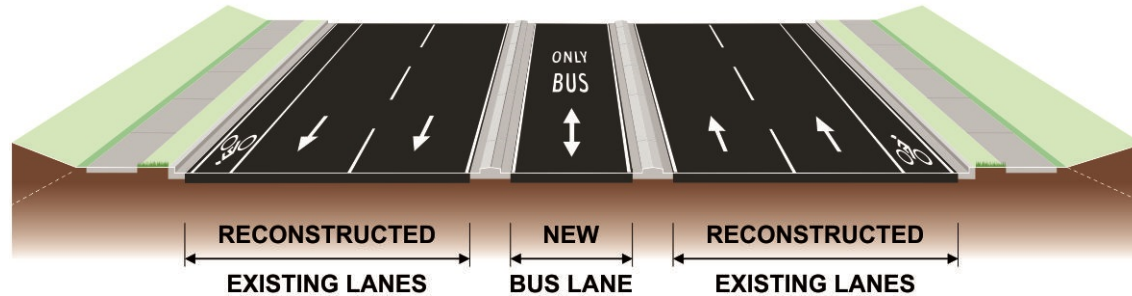
Alternative 5B – Bi-directional

- Service: New BRT Service
- Runningway: New dedicated BRT lane(s) in median for two-way travel
 - Provide two-way travel in one or two new dedicated lanes
 - One-lane, median-running dedicated lane in both directions – buses pass each other at stations
 - Two dedicated lanes provided where feasible
 - Requires tight BRT operational schedule
- New BRT stations
- Provides bike lanes where feasible

Alternative 5B

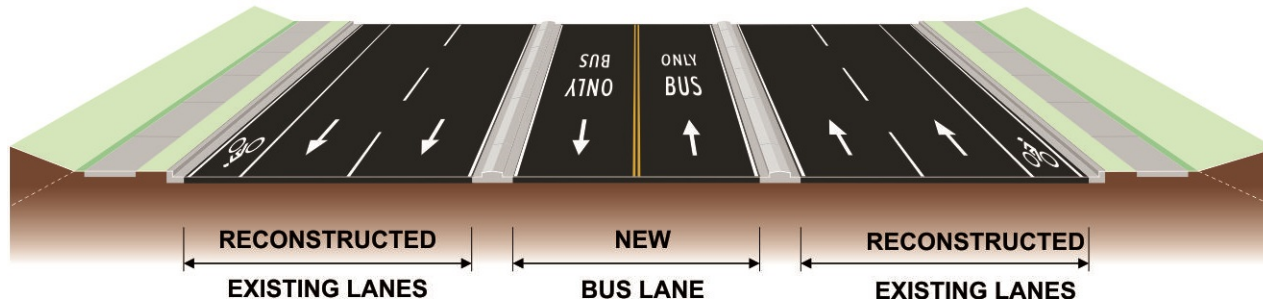
A. East and West Ends of Study Limits

WESTBOUND EASTBOUND



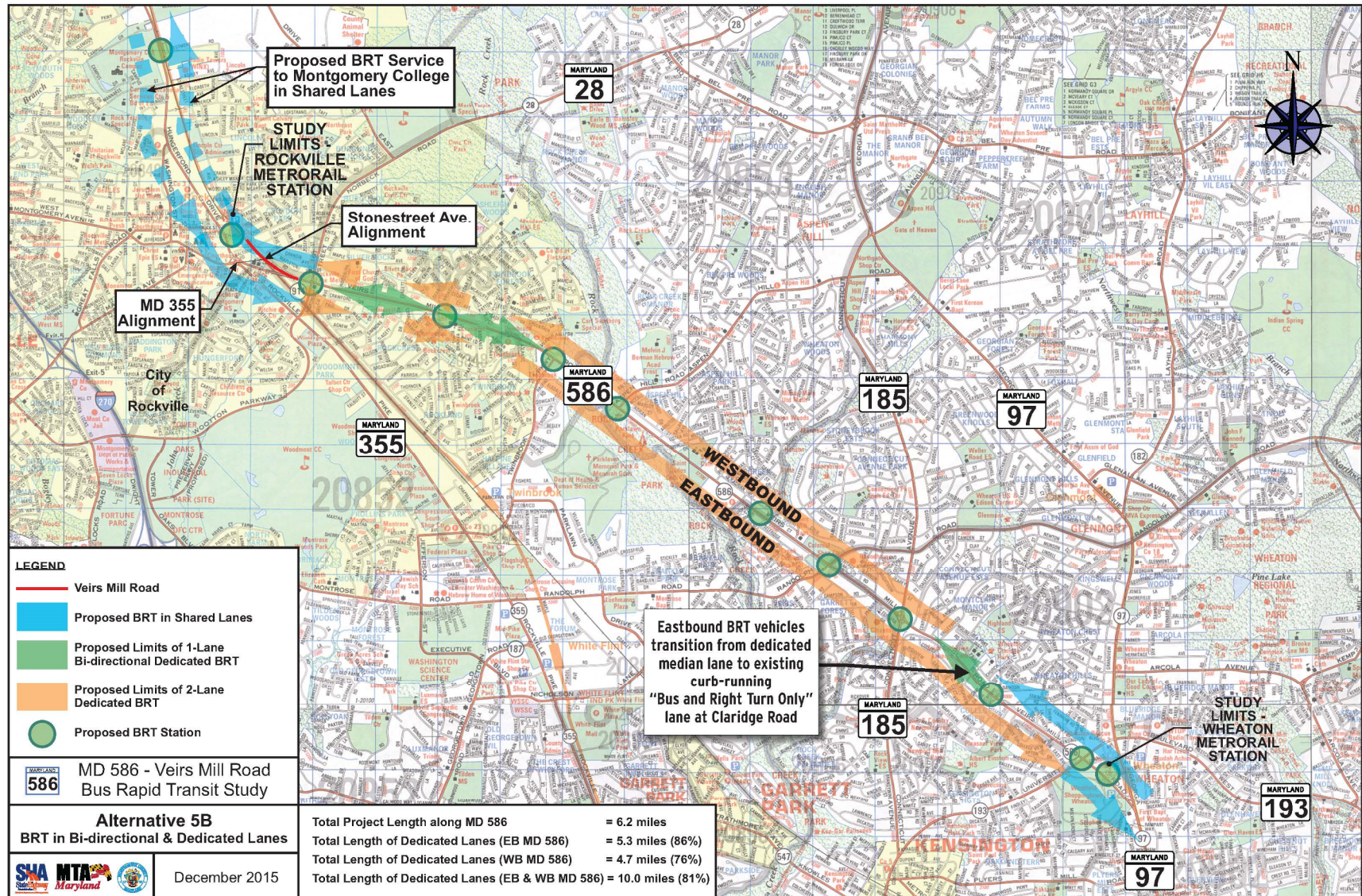
B. Center of Study Limits

WESTBOUND EASTBOUND



- BRT buses would use the median lane(s)
- Local buses would use the curb lanes

Alternative 5B



Questions/ Comments

Conclusion

Meeting #6: February 17th at the Executive Office Building

Topic for Meeting #6: Alternatives Retained for Detailed Study (ARDS)
Continued Presentation and Discussion and Station Prototype
presentation

Reference information can be found on the SHA website:

<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectDocuments.aspx?projectno=MO2441115>